

SOUTHEAST BALTIMORE TRANSPORTATION STUDY

MINUTES FROM STAKEHOLDER MEETINGS HELD ON OCTOBER 18, 2004

BACKGROUND

As part of a recently begun, comprehensive study of transportation in Southeast Baltimore, the Baltimore City Department of Transportation and U.S. Department of Transportation's John A. Volpe National Transportation Systems Center (Volpe) hosted the first of a series of Stakeholder Advisory Group meetings on October 18, 2004. These initial meetings provided stakeholders with the opportunity to validate Volpe's understanding of issues and possible solutions related to transportation in Southeast Baltimore. Volpe representatives organized issues into seven main areas, which came out of preliminary "scoping" meetings held in summer, 2003. The issue areas include: development, transit service, parking, enforcement of existing regulations, traffic impact, roadway condition, and pedestrian and bicycle accessibility. Stakeholders validated these seven issue areas and provided useful comments and observations about specific transportation issues in the southeast. Later meetings will provide opportunities to discuss the results of Volpe's analysis of issues and proposed actions, as well as share suggestions for achieving "workable solutions," ensuring that stakeholders' viewpoints are addressed throughout the Study.

STAKEHOLDERS

The Stakeholder Advisory Groups that met on October 18, 2004 were:

- Public Agency Technical Advisory Group (TAG)
- Business and Development Advisory Group
- Citizens' Advisory Group

A complete list of Advisory Group members invited to date is included in the Stakeholder Participation Plan, which can be found at:

<http://www.baltimorecity.gov/government/transportation/images/SEPartPlan102104.pdf>.

The TAG meeting provided technical expertise and guidance on the seven issue areas identified by Volpe. Representatives of participating public agencies discussed the definitions and boundaries of the seven issue areas and under what area specific transportation-related activities or concerns could potentially be included.

The Business and Development Advisory Group and Citizen Advisory Group each had its own meeting in space generously provided by the Baltimore Metropolitan Council. In the overview portion of each meeting, participants learned of the Study's purpose, the roles and responsibilities of Volpe and the Advisory Groups, and the objective of the meeting—to gain insight on the issue areas and collect more information for a comprehensive analysis. The main portion of each meeting provided ample opportunity for participants to provide Volpe with feedback on the seven issue areas.

FEEDBACK COLLECTION

Participants in the Business and Development Advisory Group and Citizen Advisory Group were presented with seven large maps of the Southeast Study area, with each map dedicated

to one of the issue areas. Participants visited each map and used colored stickers to identify and rank the top three locations of concern that relate to each issue area. All locations identified on the map by stickers, along with additional comments written on the map regarding these designated “hot spots,” became inputs into a feedback database. This database, which now contains over 180 locations and comments, is a key part of Volpe’s analysis to determine the most useful geographic clusters for analyzing issues raised and to help generate solutions to address these concerns that are both implementable and comprehensive, so that the entire Southeast Study area benefits.

While the database includes specific details on street location, stakeholder discussions also focused on broader, policy-driven practices within the area, including enforcement practices and parking regulation programs. Below is an overview of the Business and Development Advisory Group and Citizen Advisory Group discussions that includes comments on both specific locations and policy. This matrix is designed to address each of the seven issue areas and to highlight the discussion that occurred around each map during the stakeholder meetings. All comments may not be captured in this overview, but are included in the feedback database.

If you have additional comments on the seven issue areas, or where other “hot spots” occur within the Study area, please send your feedback to SEstudy@baltimorecity.gov.

OVERVIEW OF STAKEHOLDER FEEDBACK

ISSUE AREA	GENERAL COMMENTS	
	BUSINESS	NEIGHBORHOODS
DEVELOPMENT	<ul style="list-style-type: none"> - Development areas: Allied, Harbor East, near THAMES - It's important to get a profile of new residents (age, income, job status, children, etc.) to understand their potential for using various modes of transportation - Henderson Point is Belt's Corporation housing - EASTERN and PRESIDENT is busy intersection; includes route to Pier 6 - Bottleneck on BOSTON likely to worsen with increased development - The eastern end of BOSTON can serve as a gateway into Baltimore for those coming off I-95. Starting to think about that area in terms of a "gateway" will help focus improvements. - What are the plans for a cruise ship terminal? - Can eastern part of CANTON CROSSING serve as a parking lot for short-term? Park and ride? - Water taxi is proposed option to address increased transportation demands along Waterfront; Need proper equipment to offer reliable service to commuters 	<ul style="list-style-type: none"> - Many major developments are all coming on-line together in the next few years and most of the primary "issues" relate to each other creating an enormous problem and a great opportunity - Consider the forces outside of the southeast Baltimore area that are driving change. For example, increased through traffic may be generated by new suburban developments (e.g., in White Marsh) or by increased parking spaces in downtown. There is a need for traffic counts to determine how much traffic in southeast is from outside of the area, such as White Marsh or other surrounding areas.

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TRAFFIC IMPACT	<p>PRESIDENT STREET-related:</p> <ul style="list-style-type: none"> - Traffic runs smoothly only when there is a Special Traffic Enforcement Officer directing traffic - FAYETTE and PRESIDENT is confusing intersection because the freeway terminates into an arterial - Traffic on PRESIDENT will always be backed up. In evening, it is backed up going south because people are going home or going out. - LOMBARD has traffic from all of east side and gets backed up from traffic turning up onto PRESIDENT - Need to improve network of east – west streets, including FAYETTE, that feed into PRESIDENT - Consider using CENTRAL as a viable alternative to PRESIDENT as the north-south route from FELLS POINT to FAYETTE - CENTRAL is sometimes faster going north toward I-83 than PRESIDENT <p>OTHER</p> <ul style="list-style-type: none"> - Obrecht and Streuver Bros. Predict 2,000 new vehicles per day for BREWER’S HILL - Displacement is major issue - When trucks use O’DONNELL from BOSTON to get to I-95 they hit branches on trees in residential areas - FAYETTE should be utilized more to ease traffic elsewhere - I-95 exit to PULASKI is not direct so people go south to BOSTON - CAROLINE and ALICEANNA are hard to cross - Market Place and Power Plant (outside study area) have cars running through red lights to the next light 	<ul style="list-style-type: none"> - Tour buses park wherever they want, creating noise and trash for the affected neighborhoods - Need better communication on special event traffic rerouting; need to present better alternatives, especially when streets are being worked on at the same time - PRATT and LOMBARD have speeding issues - Communities prefer the change from one-way to two-way, but traffic flow is better with one-way - Confusion at intersection of FLEET, BOSTON, and CHESTER - Development on MONUMENT and MADISON, north of study area, will create traffic impacts south of ORLEANS that need to be managed - Route 40 sends a lot of traffic into the area, especially ORLEANS, often creating safety problems for school children who want to cross the street to reach a bus. - Traffic congestion exists on ALICEANNA (east corridor) because traffic lights are not synchronized - Train crossings can cause congestion and back-up on BOSTON

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ROADWAY CONDITION	<ul style="list-style-type: none"> - Street erosion on CLINTON; truck traffic is going through residential areas because of road problems - All bad conditions are at choke points - There needs to be better management of the road repair lifecycle, in order to understand the duration and cost of different kinds of fixes. 	<p><i>The issue was not discussed due to limited time; however, specific locations were pinpointed on the map and input into the feedback database. Neighborhood representatives were concerned with the general poor road conditions – bumpy roads, etc. throughout the area.</i></p>
PARKING	<ul style="list-style-type: none"> - Parking issue in O'DONNELL SQUARE - Need to arrange parking on BOSTON to address timing of restrictions - Need to tow cars to emphasize restrictions - In O'DONNELL SQUARE people don't know where they are allowed to park due to poor signage - BREWER'S HILL needs street parking for future retail 	<ul style="list-style-type: none"> - Tour buses park illegally on NORTH EDEN and SOUTH EDEN with no enforcement even though there is a parking lot at EDEN and BALTIMORE - George Hofferbert of the (CANTON Community Association), Parking Authority, and BCDOT are working to identify opportunities for angle parking - Some commercial vehicles park in one spot for up to one week when parking is free - See Parking Authority about any expected changes in parking rates - WASHINGTON HILL <ul style="list-style-type: none"> o Has parking issues with Apostolic church at LOMBARD and CAROLINE o Talk to Parking Authority about why they didn't get RPP o Illegal to park near City Springs Park - FELLS PROSPECT <ul style="list-style-type: none"> o Mixed opinion on angle parking o Want BANK and GOUGH to be one-way

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PARKING (cont'd)	<ul style="list-style-type: none"> - Potential to use on-street parking as a traffic-calming device - Area around Post Office has limited parking because the Post Office needs the spaces. - No public parking availability east of FELL'S POINT 	<ul style="list-style-type: none"> - EDEN STREET <ul style="list-style-type: none"> o Has tour buses and commercial parking that is illegal, they idle engines o Garage is being funded by Maryland Economic Development - FELLS POINT <ul style="list-style-type: none"> o See Bob Keith about parking study for area o EZ Parking in FELLS POINT is \$1.00/hour; concern that meters are going to continue to increase and become more expensive - CAN COMPANY, CANTON and O'DONNELL <ul style="list-style-type: none"> o Employees are taking all the spaces. o Need garage, see Safeway
ENFORCEMENT OF EXISITING REGULATIONS	<ul style="list-style-type: none"> - Speed limit enforcement needed on BOSTON - Enforcement needed at light on PRESIDENT - FEDERAL HILL community is trying to regulate businesses from having two-hour parking limits - FELLS POINT is trying to create residential parking 	<ul style="list-style-type: none"> - Police manpower is an issue - Trucks on BOSTON should not be there; it is compounded by CLINTON closing - CANTON has heavy truck traffic - Local truck zone allowed on BOSTON, depends on purpose of truck - May need to ask trucks what their purpose is to determine if they are allowed

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TRANSIT SERVICE	<ul style="list-style-type: none"> - Lack of effective transportation for tourists to/from Penn Station, BWI to area, including the new African-American Museum - Challenge to get employees to White Marsh and Transmission Plant - No public transit north-south of EASTERN AVENUE - Lack of north-south bus routes - No transit benefits or programs for kids to visit cultural locations outside of school - Current Private Services - Streuver Bros. has shuttle to Hopkins every 15 minutes - Shuttle exists from Towson State and Hopkins to Power Plant for nighttime entertainment (Cordish Company) - Greater Baltimore Committee is doing a study for trolley service to have smaller system - Buses are in poor condition - Ideal route: BOSTON, around harbor, and back 	<ul style="list-style-type: none"> - Transit is misplaced, underused, and uncoordinated - MTA is doing a comprehensive route analysis - Baltimore is moving away from being multimodal; this not good when trying to get to Penn Station - If bus routes have limited hours, change parking restrictions to coordinate with times

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PEDESTRIAN AND BICYCLE ACCESSIBILITY	<ul style="list-style-type: none"> - PRESIDENT is difficult to cross because of limited time - No safe bicycle access - When large developments are on both sides of the street, there needs to be safe pedestrian crosswalks - Traffic speeds over O'DONNELL BRIDGE which is dangerous for people crossing street near it 	<ul style="list-style-type: none"> - Because there is no bike lane, bikes use sidewalks, even though it is against the law - Paths on LINWOOD are inhospitable - Poor visibility at PRATT and LOMBARD - MTA stops are not at lights so users need to run across the street - Issue of children crossing LAKEWOOD and ORLEANS to get to school - Not enough time to cross PULASKI and ORLEANS - Install countdown clocks to tell pedestrian how much time they have